



The Commute Trip Reduction Program saves space on our roads and improves air quality

CTR Program
2003-2005 Current Law Budget
\$ 5.5 million 7.9 FTEs

What are CTR's goals?

The Washington State Legislature passed the Commute Trip Reduction (CTR) Law in 1991, incorporating it into the Washington Clean Air Act. The goals of the program are to reduce traffic congestion, reduce air pollution, and petroleum consumption through employer-based programs that decrease the number of commute trips made by people driving alone.

What is CTR doing for us?

By encouraging people to ride the bus, vanpool, carpool, walk, bike, work from home, or compress their workweek, the CTR Program removes over 20,000 vehicles from roadways statewide every morning.

In Puget Sound, CTR reduces congestion by 2,500 hours each workday morning. Statewide it reduces impacts from air pollution (by about 5,000 tons each year) and from gasoline consumption (by 6 million gallons a year).

How does CTR work?

The CTR Program's results are achieved through collaboration between local jurisdictions, employers, and WSDOT.

Counties affected by Commute Trip Reduction, and cities within those counties, support local employers in implementing CTR. For 2001–2003 WSDOT provided \$3.9 million to counties and cities to carry out the program; the jurisdictions invested \$3 million of their own funding.

The CTR law affects the state's nine most populated counties: employers must participate in CTR if they have 100 or more full-time employees at a single worksite who begin their scheduled workday 6:00–9:00 a.m. (Most construction and seasonal agricultural workers are exempted.)

More than 1,100 worksites and an estimated 512,000 commuters statewide participate in the CTR Program.



Of the 1,328 vanpools in the Puget Sound region, 91 percent go to worksites participating in the Commute Trip Reduction Program.

What is WSDOT's role?

WSDOT provides technical assistance to jurisdictions and employers to help implement the program. Technical assistance includes training, support with data collection and analysis, and

maintaining networks of partners and documentation on best practices.

WSDOT maintains ten year's worth of CTR data that WSDOT, local jurisdictions, and transit systems use to conduct planning. In addition, WSDOT provides staffing to the CTR Task Force.

Why invest in CTR?

CTR reduces congestion.

CTR Program removes over 20,000 vehicles from roadways statewide every morning. Employees at CTR worksites drive alone to work only 65 percent of the time, compared with the statewide commuting drive-alone rate of 74 percent in 2000.

CTR preserves infrastructure.

CTR helps preserve capacity by saving space on existing roadways.

CTR is accountable.

Every two years employers report and jurisdictions analyze progress toward meeting goals. Employers report yearly on their programs, activities, and expenditures. Jurisdictions report progress and account for the expenditure of state funds every quarter.

CTR provides essential data.

The State and local jurisdictions benefit from consistent evaluation and measurement of CTR's impacts on congestion and the environment. The data is used in many planning processes:

- (1) Many cities use CTR to help meet concurrency requirements.
- (2) All transit agencies use CTR data for transit service planning.
- (3) WSDOT uses CTR data for planning on major corridors such as I-405 and Trans-Lake.

CTR promotes partnerships

Since 1991 CTR has brought business and government to the table working together to solve transportation challenges. Each dollar the State invests in CTR leverages more than \$15 from private and public partners.

What is WSDOT's proposed budget for CTR?

The Department has proposed a budget of \$5.5 million for the CTR Program for FY 2003–2005.

The Department is proposing \$125 million in funding for the CTR Program over the next 10 years.¹ The funding would:

- Reestablish the B&O tax credit for major employers
- Create a grant program for public employers
- Support a statewide public education program
- Support technical assistance to 1,100 existing worksites
- Support outreach to small worksites (less than 100 employees)
- Provide entrepreneurial grants to leverage private funds (\$125 m)

Target: Reduce 80,000 trips per a.m. peak.

¹ This proposal reflects level 3 funding as outlined in WSDOT's *Capital Investment Expectations for Washington State Transportation Systems*.